

By James Reed.

VOLUME XII. NO. 7.

ASHTABULA, O., SATURDAY MORNING, FEBRUARY 15, 1862.

\$1.50 in Advance

WHOLE NUMBER 634.

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DR. J. C. HUBBARD, Ashtabula, O. 31

DR. M. KINGSLEY, Homoeopathist, Kings

City, O. Having had several years' experience, he is

competent to give satisfaction to all who may favor

him with a call. Office, No. 100, Broadway, New York.

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H. F. J. O. CULVER, has removed to the

Flat House, where they offer to the citizens of Ashtabula

the use of the best equipped Library, which is in Ashtabula

County, at prices that make it just above the first

standard. Call and see. Nov. 1, 1860. 267

Miscellaneous.

D. S. WILLIAMS, Wholesale dealer in Straw

Goods, Hats, Caps, Umbrellas, Parasols, &c. 100 and 102

Chickadee St., and 81 & 83 Beale St., New York.

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Miscellaneous.

A. RAYMOND, Dealer in Fruit and Ornamental

Trees, Shrubs, &c., Franklin, New York, City, N. York.

EMORY LUCE, Dealer in Sweet Potato, and

other Early Potatoes and Vegetables.

Also, Dealer in Fresh Fruit, Tomatoes, &c. East A

tahula, Ohio.

W. R. ALLEN, Book Binder—Books and

Magazines bound in any style desired. Blank books made

to order. No. 100, Broadway, New York.

WILLARD & REEVES, Dealers in Italian

Marble, Granite, Slates, Mantels, Table Tops, &c.

Ashtabula, Ohio.

LIME—I shall sell Lime at the Harbor for

30 cents per bushel. 400 J. W. HILL.

TIME TABLE OF THE

CLEVELAND & ERIE RAIL ROAD.

Passenger Trains will run as follows:

GOING EAST.

Train No. 1, leaving Ashtabula, O., at 7:15 A.M.

Train No. 2, leaving Ashtabula, O., at 11:30 A.M.

Train No. 3, leaving Ashtabula, O., at 3:45 P.M.

Train No. 4, leaving Ashtabula, O., at 7:30 P.M.

Train No. 5, leaving Ashtabula, O., at 11:45 P.M.

Train No. 6, leaving Ashtabula, O., at 1:15 A.M.

Train No. 7, leaving Ashtabula, O., at 5:30 A.M.

Train No. 8, leaving Ashtabula, O., at 9:45 A.M.

Train No. 9, leaving Ashtabula, O., at 1:00 P.M.

Train No. 10, leaving Ashtabula, O., at 5:15 P.M.

Train No. 11, leaving Ashtabula, O., at 9:30 P.M.

Train No. 12, leaving Ashtabula, O., at 1:45 A.M.

Train No. 13, leaving Ashtabula, O., at 6:00 A.M.

Train No. 14, leaving Ashtabula, O., at 10:15 A.M.

Train No. 15, leaving Ashtabula, O., at 2:30 P.M.

Train No. 16, leaving Ashtabula, O., at 6:45 P.M.

Train No. 17, leaving Ashtabula, O., at 10:30 P.M.

Train No. 18, leaving Ashtabula, O., at 1:30 A.M.

Train No. 19, leaving Ashtabula, O., at 5:45 A.M.

Train No. 20, leaving Ashtabula, O., at 9:00 A.M.

Train No. 21, leaving Ashtabula, O., at 1:15 P.M.

Train No. 22, leaving Ashtabula, O., at 5:30 P.M.

Train No. 23, leaving Ashtabula, O., at 9:45 P.M.

Train No. 24, leaving Ashtabula, O., at 1:00 A.M.

Train No. 25, leaving Ashtabula, O., at 5:15 A.M.

Train No. 26, leaving Ashtabula, O., at 9:30 A.M.

Train No. 27, leaving Ashtabula, O., at 1:45 P.M.

Train No. 28, leaving Ashtabula, O., at 6:00 P.M.

Train No. 29, leaving Ashtabula, O., at 10:15 P.M.

Train No. 30, leaving Ashtabula, O., at 1:30 A.M.

Train No. 31, leaving Ashtabula, O., at 5:45 A.M.

Train No. 32, leaving Ashtabula, O., at 9:00 A.M.

Train No. 33, leaving Ashtabula, O., at 1:15 P.M.

Train No. 34, leaving Ashtabula, O., at 5:30 P.M.

Train No. 35, leaving Ashtabula, O., at 9:45 P.M.

Train No. 36, leaving Ashtabula, O., at 1:00 A.M.

Train No. 37, leaving Ashtabula, O., at 5:15 A.M.

Train No. 38, leaving Ashtabula, O., at 9:30 A.M.

Train No. 39, leaving Ashtabula, O., at 1:00 P.M.

Train No. 40, leaving Ashtabula, O., at 5:15 P.M.

Train No. 41, leaving Ashtabula, O., at 9:30 P.M.

Train No. 42, leaving Ashtabula, O., at 1:45 A.M.

Train No. 43, leaving Ashtabula, O., at 6:00 A.M.

Train No. 44, leaving Ashtabula, O., at 10:15 A.M.

Train No. 45, leaving Ashtabula, O., at 2:30 P.M.

Train No. 46, leaving Ashtabula, O., at 6:45 P.M.

Train No. 47, leaving Ashtabula, O., at 10:30 P.M.

Train No. 48, leaving Ashtabula, O., at 1:30 A.M.

Train No. 49, leaving Ashtabula, O., at 5:45 A.M.

A Lesson worth Embracing.

A lesson worth embracing.

Is this? I take no note of time

Save when the sun is shining.

These words a dial bore,

And wisdom never preaches

To human hearts a better lore

Than this short sentence teaches.

As life is sometimes bright and fair,

And sometimes dark and lonely,

Let us forget its toil and care,

And note its bright hours only.

There is no grove on earth's broad chart

But has some bird to cheer it;

So hope sings on in every heart,

Although we may not hear it.

And if to-day the heavy wind

Of sorrow is oppressing,

Perchance to-morrow's sun will bring

The weary heart a blessing.

For life is sometimes bright and fair,

And sometimes dark and lonely;

Let us forget its toil and care,

And note its bright hours only.

The darkest shadows of the night

Are just before the morning;

Then let us wait the coming light,

And bodeless phantom fearing;

And while we're passing on the tide

Of Time's fast ebbing river,

Let's pluck the blossoms by its side

And bless the gracious Giver.

As life is sometimes bright and fair,

And sometimes dark and lonely,

We should forget its pain and care,

And note its bright hours only.

England and France Interfering in Behalf

of the Rebels.

By STURGEON GENERAL.

That Great Britain and France, with the

possible co-operation of Spain, are about

to interfere in our domestic struggle in

behalf of the Pro-Slavery Rebellion, is

rundered morally certain by the advice of last

week. In fact, it is certain that they have

already done so. The Monitor (official

organ of the French Government) has a

letter from London on the stone blockade

of Charleston harbor, in which that measure

is characterized in terms which no govern-

ment of a civilized state permits itself to

use toward a Power with which it desires

to remain at peace. The Times, The Morning

Post, and other leading journals in En-

gland, in relation with the present British

Ministry, denounce the blockade in terms

equally unmeasured. "Barbarity," "destruc-

tion," "atrocity"—such are a few of the choice

epithets applied to the sinking of vessels

laden with stores upon the bar at the mouth

of the harbor which impinge Fort Sumter.

Each of them assumes as unquestionable

fact that the port is for ever obstructed and

ruined, and that such was the object of the

stone blockade. Yet the truth is very

different from this. A harbor through

which two considerable rivers pour their

waters into the ocean can no more be shut

up by sinking fifteen or twenty old hulks

on the bar at its mouth than the waters of

Niagara could be permanently retained by

a dam across the Falls. Indeed, the sink-

ing of our coast of water is far more

likely to increase the depth of water avail-

able for ingress and egress in time of peace

than to diminish it. What the stone

blockade does effect—is the prevention

of further running in and out clandestinely

under the cover of dense fog or extreme

darkness, by craft intent on evading the

vigilance of our blockading squadrons. It

was thus that the Theodoras ran out one

dark night, carrying Mason, Slidell, their

secretaries and families, and passing, with

every light hidden, every sound muffled,

under the guns of our fleet. Thus a do-

zen valuable cargoes have been smuggled

during the last six months. This game is

now effectively stopped; and the journals

that have been clamorous for the breaking

of the blockade as inefficient and a sham,

are now still more clamorous for a like in-

terference because that blockade has been

rendered entirely too rigorous and impreg-

nable.

Charleston is to-day in the contempla-

tion of law and justice a part of the U. S.

Great Britain, France, and Spain, have

each a consul there accredited to and re-

cognized by the Federal Government, and

which neither has yet sent its agents to